

CORRECTED TO OCTOBER 14th, 1889



A

TIME TABLE

WITH NOTES

OF THE

TRANSCONTINENTAL ROUTE

THE GREAT LAKES ROUTE

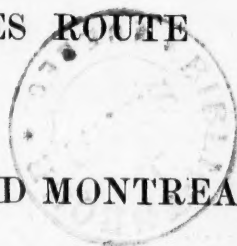
THE

HALIFAX, ST. JOHN AND MONTREAL,

AND THE

MONTREAL AND TORONTO LINES

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HALIFAX, ST. JOHN AND MONTREAL

AND THE

MONTREAL AND TORONTO LINES

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Miles from Mon '1	W Bo T
172	LE *1 P
167	1.
165	1.
159	2.
146	2.
142	2.
137	2.
133	2.
130	3.
127	3.
119	3.
114	3.
107	3.
97	4.

CANADIAN PACIFIC RAILWAY

TIME TABLE, WITH NOTES

QUEBEC LINE

Eastern Division—Quebec and Montreal: 172 Miles

Miles from Mon't	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'vr
172	LEAVE *1.30 P. M.	Quebec —Population 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759.—No city in America is so grandly situated, or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels are found. Lower Town is the commercial quarter, and abounds in irregular, narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport—The railways leading here are the Canadian Pacific and the Quebec & Lake St. John. To Levis, on the opposite bank of the St. Lawrence, come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan, Beaver and Dominion lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.		ARRIVE *2.30 P.M.	3053
	EASTERN STANDARD TIME			Places of interest	
167	1.39	Lake St. John R'y Junction	Ancient settlements, originally seignories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at frequent intervals, giving water-power to almost every village. The fishing is excellent in all of these streams, and one of them (the Jacques Cartier) is a noted salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. <i>Lake St. John R'y Junction</i> is at the divergence of a line to Lake St. John and the headwaters of the Saguenay, where shooting and fishing of every kind are plentiful. <i>Lorette</i> is mainly a settlement of Christianized Huron Indians, founded 250 years ago. <i>Portneuf</i> (pop. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From <i>Piles Junction</i> a branch line extends to the farming district of GRAND PILES, 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing.		
165	1.47	Lorette		2.20	3048
159	2.00	Belair		2.12	3046
146	2.27	Pont Rouge		2.00	3040
142	2.35	St. Bazile		1.33	3027
137	2.45	Portneuf			
133	2.54	Deschambault		1.24	3023
130	3.02	Lachevrotiere		1.15	3013
127	3.08	Grondines		1.07	3014
119	3.23	Ste. Anne de la Parade		1.00	3011
114	3.34	Batiscan		12.53	3008
107	3.49	Champlain		12.3	3000
97	4.09	Piles Junction		NOON	
				12.27	2995
				12.10	2988
				11.51	2978
				Railway and steamship connections	

* Additional trains leave Montreal for Quebec at 10.00 p.m., and Quebec for Montreal at 10.03 p.m.

TO	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
95	LEAVE *4.30 P.M.	§Three Rivers —Population 10,000. At the mouth of the St. Maurice, and at the head of tidewater in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber. The Dominion government has expended \$200,000 in improving navigation upon the St. Maurice, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron-works and machine-shops here, making stoves and car-wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages.	ARRIVE 11.30 LUNCH	2976
	St. Maurice River		Mills and Iron Works	
87	4.49	Pointe du Lac	11.12	2968
80	5.03	Yamachiche	10.57	2961
74	5.15	Louiseville	10.45	2955
70	5.25	Maskinonge	10.35	2951
64	5.37	St. Berthelemi	10.23	2945
60	5.45	St. Cuthbert	10.15	2941
56	5.53	Berthier Junction	10.08	2937
48	6.10	Lanoraie	9.55	2929
	Ancient Customs	acterize French farming districts throughout the older parts of Quebec, and result from the continual subdivision of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near <i>Louiseville</i> (pop. 1,500), where Lake St. Peter is seen, are the St. LEON SPRINGS, a popular watering-place and health resort. <i>Berthier</i> and <i>Lanoraie</i> junctions are the stations for populous river-landings of the same names, reached by short branch-lines; the former has a population of 2,500. From <i>Joliette Junction</i> diverge branch-lines northward to <i>JOLIETTE</i> (pop. 3,500) St. FELIX DE VALOIS (pop. 2,500) and St. Gabriel de Brandon. At <i>Terrebonne</i> the north branch of the Ottawa is crossed. Here are the limestone quarries which furnish most of the stone used in the neighboring cities, and in railway bridge-building, and other heavy masonry. The large building passed at <i>St. Vincent de Paul</i> is the provincial penitentiary. At <i>St. Martin Junction</i> the main trans-continental line is joined and followed around the base of Mount Royal into Montreal.	Lake St. Peter	
48	6.12	Joliette Junction	9.54	2929
43	6.22	La Valtrie Road	9.42	2924
39	6.30	Vaucluse	9.35	2920
35	6.40	L'Epiphanie	9.27	2916
26	6.55	St. Henri	9.12	2907
23		Terrebonne		
17	7.05	St. Vincent de Paul	9.02	2904
12	7.18	St. Martin Junction	8.50	2898
10	7.35	†Sault aux R-collets	8.40	2894
5	7.41	Mile-end	8.33	2896
1	7.51	Hochelaga	8.25	2901
			EASTERN TIME	2905
	ARRIVE	Montreal —Quebec Gate Station, Dalhousie Square.	A.M. *8.10 LEAVE	2906
0	8.05 P.M.			

‡ Refreshment Station

† Flag Stations

MA

Miles from Halifax

0

H

9

14

36

6

62

7

Tromsø
salmon fish

79

108

121

139

148

179

Fish
and
shell
in

† Flag

MARITIME PROVINCE SHORT LINE

Halifax and Montreal: 758 miles.

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
0	5.50 A.M.	Halifax —Population 40,000. The Capital of Nova Scotia, from her long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of her magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mails, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands, in the harbor are also strongly fortified. The fortifications, the Arm, Bedford Basin, the Dockyard; the public buildings, gardens, &c., &c., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and a very important trade with Europe, the United States, the West Indies, &c., &c.	11.30 P.M.	758
	Halifax		Communication by str. with West Indies, &c.	
9	No stop-page	Bedford	11.15	749
14		Windsor June.	11.07	744
36		Milford.		722
40	6.55	Shubenacadie. At Windsor Station. The Windsor and Annapolis Railway traverses that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's <i>Evangeline</i> .	10.25	718
62	7.35	Truro —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery, boasting several comfortable hotels. Speckled trout and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and caribou about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island.	9.50	696
	Trout & salmon fishing		Moose, Caribou and Grouse shoot'g	
79	8.12	Londonderry.	9.15	679
108	9.03	Oxford.	18.25	650
121	9.30	Spring Hill.	8.02	637
139	10.07	Amherst.	7.18	619
148	10.28	Sackville.	7.00	610
179	11.35	Painsec Je	5.50	579
	Fishing and shoot-ing	Spring Hill are important coal mines—and from here a branch line extends to the watering place of Barsboro on the Minas Basin. Amherst is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Sackville has a fine college and Methodist academies, and is situated in a choice grazing country. From Painsec Junction	Minas Basin	

† Flag Station.

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
		a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island.		
188	A.M. 11.55	Moncton —Population 7,500, situated on a bend of the Petitcodiac River. It is growing rapidly and bids fair to attain considerable importance. It is the centre of the Intercolonial Ry. System and offices and work-shops are located here. It has several good Hotels, and many important industries, prominent among which are the Sugar Refinery and Cotton Factory. An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave many feet high.	5.35	570
	Head-quarters of Intercolonial Ry.		Local	
201	P.M. 12.20	Salisbury	5.05	557
211	12.41	Petitcodiac	4.46	547
234	1.25	Sussex	4.02	524
255	2.07	Hampton	3.20	503
	Pictur- esque Scenery	The first part of the journey from Moncton to St. John lies through an unattractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. Sussex is a village that is likely to develop into a large town. It is situated in the beautiful Kennebecasis valley and surrounded by some of the finest New Brunswick farms. A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please. Hampton is a popular summer resort for the citizens of St. John, and is growing steadily.	Hills and heights	
277	P.M. 3.00	St. John, N.B. —Population 40,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens are resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city, and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John river, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis river, is one of the finest rowing courses in the world. A trip up the St. John river to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply daily between St. John and Digby and Annapolis, and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.	2.30	481
	Stately buildings		St. John river	
	Bay of Fundy			

†Flag Station

Miles from Halifax	West-bound Train
279	3
291	
301	
314	
321	4
342	5
361	5
	S And Seas Res
367	6
379	16
383	16
388	16
393	17
402	17
414	17
423	8
430	18
444	19
459	19
465	9
483	10
	Lal Ona
499	P.M. 11
509	11
517	11
	A.J
532	12
539	12
552	1
563	1

†Flag Station

Miles from Montreal		Miles from Halifax		STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Montreal
.35	570	279	3.07	Fairville	These are stations of minor importance to the tourist. At Fredericton Junction connections are made for the city of Fredericton, sometimes called "the Celestial City." Population 10,000. It is the capital of New Brunswick, and is well worth a visit.	2.14	479
		291		Westfield		1.51	487
		301		Welsford		1.31	457
		314		Hoyt		1.06	444
		321	4.26	Fredericton Jr.		12.52	437
.05 .46 .02 20	557 547 524 503	342	5.07	Harvey	At McAdam Junction connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north, and for Calais, Me., St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for natural advantages is not surpassed by any point on that portion of the Atlantic coast.	12.10 p.m.	416
		361	5.45	McAdam Junction		11.35 a.m.	397
				St. Andrews Seaside Resort			
		367	6.20	Vanceboro. —The first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix river, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman.		11.15	391
				St. Croix river			
30	481	379	6.44	Tomah	The country about these stations is wild and rugged, and intersected by streams and lakes—a good territory for the sportsman, but as the villages are all new, they possess no features worthy of special notice.	10.39	379
		383	6.51	Forest		10.33	375
		388	6.59	Eaton		10.26	370
		393	7.10	Danforth		10.19	365
		402	7.26	Bancroft		9.55	356
		414	7.49	Kingman	9.32	344	
		423	8.10	Mattawamkeag	Here the Penobscot river is crossed, and many canoeists make this station their objective point, descending the river from Moosehead lake, a trip that offers great inducements in the way of fishing and scenery. At Brownville Junction the line of the Kathadin Iron Works Railway is crossed. The scenery along this section of the line compares well with the best bits of Maine, Lake Onawa being, perhaps, as pretty as any of the numerous waters. At Wilson stream the road runs close to the base of Boarstone Mountain. The two stately iron bridges will be noticed before Greenville is reached. The fishing and shooting of this section is exceptionally good.	9.15	335
		430	8.27	Chester		8.53	328
		444	9.00	Seboois		8.22	314
		459	9.35	Schoodic		7.45	299
		465	9.50	Brownville Junc.		7.30	293
		483	10.35	Onawa	6.42	275	
				Lake Onawa	A.M.		
					Good fishing and hunting		
		in er		499	11.15	Greenville	Is a busy little town on the shore of Moosehead Lake, the grandest of all the countless waters of Maine. This is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, caribou, deer, bear, grouse, etc., being found within a	6.10	259
509	11.37			Moosehead	5.42	249	
517	11.52			Askwith	5.27	241	
532	12.20			Long Fond	4.58	226	
539	12.40			Jackman	4.42	219	
		552	1.05	Holeb	4.20	206	
		563	1.35	Beattie	3.55	195	

Tag Station

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Montreal
	Moose-head Lake	short distance. There are several hotels that offer excellent accommodation. Guides, canoes, etc., can be obtained on the spot. Moosehead Lake is about forty miles long by from one to fifteen wide, and its scenery is unsurpassed. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. Moosehead is a small station, also upon the lake shore. Near Askwith station the Kennebec river leaves Moosehead lake. Trout brook is, as its name indicates, close to a good fishing water. From Jackman the Moose river and its chain of lakes are easily reached, where game and fish are abundant. Long Lake is a water of this chain. Holeb, Caswell and Beattie are small stations near the boundary between Maine and Quebec.		Steamer from Greenville to Mount Kineo.	
	Game and trout.				
567	\$1.43	Boundary	We now reach the boundary mountains which divide the State of Maine from the Province of Quebec, and the remainder of the journey is through Canadian territory. Lake Megantic is twelve miles long by from one to four wide, and like Moosehead it is a favorite spot with sportsmen. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the Club House of the Megantic Fish and Game Club is located. At Megantic Station sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip.	\$3.35	191
583	2.15	Lake Megantic		3.05	175
591	2.35	Spring Hill		2.35	167
597	\$2.48	Marsden		\$2.23	161
607	3.08	Scotstown		2.00	151
613		Gould			145
621	\$3.37	Bury		\$1.33	137
630	3.56	Cookshire		1.14	128
	Spider Lake				
635	\$4.06	Birchton	At Lennoxville, distant three miles from Sherbrooke, connections are made with the Boston and Maine Railroad, running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal and Boston Air Line of the Canadian Pacific Railway. Sherbrooke, the metropolis of the English-speaking district of the "Eastern Townships," is an exceedingly pretty place, with a population of about 9,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing. From here runs the Quebec Central Railway to Quebec.	\$1.04	123
637	\$4.13	Bulwer		\$12.57	121
641	\$4.21	Johnville		\$12.48	117
648	\$4.37	Lennoxville		\$12.27	110
650	4.55	Sherbrooke		12.17	108
	Magog and St. Francis rivers			A.M.	
				Falls of the Magog	
654	\$5.09	Rock Forest	Magog is situated upon the shore of Lake Memphremagog—a magnificent sheet of water dotted with many islands and surrounded by rugged heavily wooded hills. This lake is a justly popular one with summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephantis, and Owl's Head, are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily,	P.M.	
666	5.30	Magog		\$11.58	104
677	\$5.55	Eastman		11.37	92
680	\$6.04	South Stukely		\$11.07	81
685	\$6.13	Foster		\$10.57	78
688		Fulford		\$10.48	73
	Owl's Head				70

‡ Flag Station

Miles from Halifax	West-bound Train
697	A.
708	\$6.
714	7.
718	
727	
728	7.
732	
739	
744	
748	
750	
753	8.
758	8.
	A.
	Lach
	Rap
	‡ Flag S

East-bound Train	Miles from Montreal	Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Montreal
			Str. to New- port, Vt	during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip and reveals all the beauties of the lake. At Foster the Sutton Junction and St. Guillaume Branch of the Canadian Pacific Ry. is crossed.			
			A. M.				
		697	†6.29	West Shefford.	At Brigham Junction the Montreal	10.31	61
		708	6.55	Brigham Junct.	and Boston Air Line diverges for	†10.10	50
		714	7.10	Farnham	the White Mountains and Boston,	10.00	44
		718		St. Brigid	and at Farnham the Stanbridge		40
		727		Iberville	and Sorel branch of the Canadian		31
		728	7.35	St. Johns	Pacific Railway is crossed. Caugh-	9.31	30
		732		Lacadie	nawaga is an Indian village on the		26
		739		St. Philippe	south shore of the St. Lawrence,		19
		744		St. Constant	where dwell the descendants of the		14
		748		Caughnawaga	once powerful Iroquois nation. From		10
		750		Lachine	here come the celebrated dusky		
		753	8.25	Montreal Junct.	lacrosse players. Crossing the	8.41pm	
		758	8.35	Montreal	broad St. Lawrence by the wonder-	8.30 "	
			A. M.	ful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of Lachine—thence on to Montreal Junction, from whence the several lines of the Canadian Pacific Railway extend to Toronto, Ottawa, Quebec, Winnipeg and Boston. There we finally roll along upon the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure, lately completed, and known as the Canadian Pacific Railway's Windsor Street Station, Montreal.		Wind'r St. stn	
			Lachi'e Rapids				

† Flag Station.

B

CAÑADIAN PACIFIC RAILWAY.

APPROACHES TO MONTREAL

From **New York** the traveller going to Montreal has choice of three routes. The most direct is by rail, or by steamboat up the renowned Hudson River as far as Albany. Here he can take the route of the Delaware & Hudson Canal Company's railway, through Saratoga Springs, past Lake George, and along the mountainous western shore of Lake Champlain to Rouse's Point, N.Y., and thence down the storied Richelieu Valley, within sight of the Adirondacks, to Montreal; or he can go by rail, by way of Rutland and St. Albans, Vt., between the eastern margin of Lake Champlain and the Green Mountains; or he can take a slower but extremely enjoyable journey, with several exchanges from cars to steamboat, across Lakes George and Champlain to Burlington, Vt., and thence northward via the Vermont Central line. By either of the all-rail routes specified he leaves New York at 7.30 p.m.,* and reaches Montreal at 8.35 a.m. the next morning. He can also leave New York at 5 p.m. by steamer, or at 4.00 p.m. by rail, and go northward via New Haven, Hartford and Springfield, up the beautiful Connecticut Valley to Newport, Vt., on Lake Memphremagog, reaching Montreal at 9.55 a.m.

From Montreal to New York trains are as follows: By the Delaware and Hudson Rd., 4.30 p.m.; by the Central Vermont 8.30 a.m. and 4.20 p.m.; by the Canadian Pacific Ry., via Springfield, 5.40 p.m. All these trains have sleeping or drawing-room cars.

From **Boston** through trains leave by the Boston & Maine Rd. at 9 a.m. and 7 p.m., arriving at Montreal at 8.30 p.m. and 7.25 a.m., respectively. The route traverses the most historic and interesting part of New England, including the cities of Lowell, Nashua and Manchester, in the Merrimac Valley; Concord, N.H., Lake Winnepesaukee and the White Mts.; and thence through the rich valleys of northern Vermont, past Lake Memphremagog and the Green Mts.—From Montreal, trains to Boston by the Montreal & Boston Air Line leave the Canadian Pacific station at 9.00 a.m. and 8.05 p.m., with drawing-room and sleeping cars.

From **Portland, Me.**, the Maine Central Rd. forms a straight and entertaining route. Its trains leaves Portland at 8.45 a.m. and 6.15 p.m., following up the Saco Valley, and entering the White Mts. at North Conway, N.H., cross through the startling Crawford Notch to Fabyan's (at the foot of Mt. Washington), and run thence through Bethlehem to Lunenburg and across the lovely intervals of the Connecticut to St. Johnsbury, Vt., where they connect with the trains from Boston.—Trains leave Montreal for Portland at 9.00 a.m. and 8.05 p.m. commencing 1st July and will run during the summer months.

These trains from Boston and Portland cross the St. Lawrence by the magnificent new steel bridge of the Canadian Pacific Railway just above Montreal, and enter the city at their new Windsor Street Station. Transcontinental passengers travelling by day trains from Boston or Portland and not desiring to stop over in Montreal should change cars at Montreal Junction and there take transfer train to Mile End where connection is made with the Transcontinental train. Transcontinental passengers arriving in Montreal in the morning or desiring to stop over in Montreal will depart on Transcontinental trip from Dalhousie Square Station.

From **Niagara Falls, Toronto and The Thousand Islands** steamers descend daily from May to September through the charming variety of scenes afforded by **Lake Ontario** and the Rapids of the St. Lawrence; or the traveller may cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway (see p. 40) in one day or one night, or reach the transcontinental line via the Ontario route (page 39). **Niagara Falls** may be reached by several railroads from Boston, New York or Washington.

* See condensed time-table on back cover. Time of foreign Railways is given as information only ; it is not guaranteed, as it is subject to change.

Miles from Mont'	To Van- couver 2,906.	W bo Tr
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		EASTERN STANDARD TIME
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TRANSCONTINENTAL ROUTE 11

Eastern Division—Montreal and Port Arthur: 993 miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
0	8.40 P.M.	Montreal —Dalhousie Square Station.—Population (with suburbs) 250,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1763. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the transcontinental trains of the Canadian Pacific Railway run from here to the Pacific Coast without change.		ARRIVE 8.00 A.M.	2906
				Five days and 19 hours from Vancouver	To New York, 385; to Boston, 332.
				Railway connections	
1		Hochelaga —The "east end" of Montreal. The railway workshops and cattle yards are situated here.			2905
5	8.55	Mile-end Junction —Suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.		7.47	2901
10		Sault aux Recollets —Rapids of a branch of the Ottawa.			2896
12	9.12	St. Martin Junction —Divergence of line to Quebec.		7.31	2894
17		Ste. Rose — <i>Ste. Rose</i> , at the crossing of the north branch of the Ottawa, is a charming French village, and a favorite place of summer residence. From here to Ottawa the line follows the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats,			2889
20		Ste. Therese			2886
27		Ste. Augustin			2879
32		St. Scholastique			2874
37		St. Hermas			2869
44	10.02	Lachute		6.36	2862
49		St. Philippe			2857
57		Grenville			2849
		lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>St. Therese</i> three branch-lines diverge to <i>St. Lin</i> , <i>St. Jerome</i> and <i>St. Eustache</i> .			
59	10.32	Calumet		6.10	2847
65	P.M.	Pointe au Chene		A.M.	2841
74		Montebello			2832
79		Papineauville			2827
84		North Nation Mills			2822
90		Thurso			2816
94		Rockland			2812
100		Buckingham			2806
104		L'Ange Gardien			2802
109		East Templeton			2797
114		Gatineau			2792
118		Hull			2788
		a short branch-line extends north-			

† Flag Station

§ Refreshment Station

STATIONS--DESCRIPTIVE NOTES

Miles from Mont ^l	West-bound Train		East-bound Train	Miles from Vanc ^v r
	LEAVE		ARRIVE	
	Mines	ward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond the station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From Hull a branch-line diverges, keeping north of the Ottawa through AYLMER and for fifty miles beyond. Leaving Hull, the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.	Phosphate mines	
	Aylmer Branch			
120	12.20 MIDN'T.	§Ottawa—Pop. 40,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government Buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to Prescott, on the St. Lawrence, and the Canada Atlantic Railway runs from here to Lake Champlain.	A.M. LV 4.30 AT 4.10	2786
	Capital of the Dominion		Lumber making	
122		Skead's		2784
124		Britannia		2782
128		Bell's Corners		2778
134		Stittsville		2772
143		Ashton		2763
148	1.20	§Carleton Place (Junction)—Pop. 3,600. Junction of a branch-line running south, crossing the Montreal-and-Toronto line at SMITH'S FALLS; at BROCKVILLE, on the St. Lawrence, it connects with lines to New York, etc. At Carleton Place are large saw-mills, railway and other workshops.	LV 3.10 AT 3.00	2758
155	1.35	Almonte	2.46	2751
158		Snedden's		2748
163	†1.52	Pakenham	2.22	2743
171	2.05	Arnprior	2.05	2735
174		Braeside		2732
177	2.19	Sand Point	1.54	2729
183		Castleford		2723
186		Russell's		2720
189	2.50	Renfrew	1.26	2717
198	†3.12	Haley's	1.06	2708
205	†3.25	Cobden	12.49	2701
211		Snake River		2695
214		Graham's		2692
219		Government Road		2687
	Factories	At Almonte (pop. 3,000) are large woollen mills and other manufactories. Pakenham and Arnprior are also important manufacturing points. At Renfrew (pop. 2,900) is the junction of the Kingston & Pembroke R'y, extending southward through a district abounding in iron to KINGSTON, on the St. Lawrence. Pembroke (pop. 4,500)	MIDN'T	
			Kingston and Pembroke R'y.	

§ Refreshment Station

† Flag Station

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Miles from Vanc'y'r		STATIONS—DESCRIPTIVE NOTES		Miles from Vanc'y'r
Miles from Mont'	West-bound Train		East-bound Train	
	LEAVE		ARRIVE	
224	4.12	Pembroke	12.05	2682
234	A.M.	Petewawa	MIDN'T	2672
246	5.00	Chalk River	11.15	2660
251	5.13	Wylie	11.02	2655
255	5.25	Bass Lake	10.50	2651
262	5.44	Moor Lake	10.31	2644
270	6.00	Mackey	10.10	2638
274	6.14	Rockcliffe	9.57	2632
284	6.38	Bissett	9.32	2622
297	7.08	Deux Rivières	9.00	2609
307	7.33	Klock	8.35	2599
2786		only recently cleared of timber, and not yet generally cultivated. The valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. <i>Chalk River</i> is a divisional point, with an engine-house and the usual railway buildings and appurtenances. <i>Mattawa</i> (pop. 1,500) is an old fur-trading post of the Hudson's Bay Company, but at present of most importance as a distributing point for the lumbering districts. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. At <i>Mattawa</i> , the line leaves the Ottawa and strikes across towards <i>Lake Nipissing</i> , through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding saw-mills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. A mile beyond <i>Thornccliffe</i> is the junction of the Northern & Northwestern Div. of the G. T. Ry. from Toronto, Hamilton, Niagara Falls, etc., coming north by way of <i>Lake Simcoe</i> and the <i>Muskoka</i> lakes. Its trains run on to <i>North Bay</i> , where the actual connection with the Canadian Pacific is made. (See p. 39.)	Fish and Game	
	Timber mills			
318	8.01	Mattawa	8.08	2588
330	8.32	Eau Claire	7.38	2576
337	8.50	Rutherglen	7.24	2569
344	9.05	Callander	7.10	2562
348	9.15	Nosbonsing	7.02	2558
358	9.32	Thornccliffe	6.43	2548
2784				
2782				
2778				
2772				
2763				
2758				
	Game			
	FIRST			
	Grand Trunk R'way			
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2717				
2708				
2701				
2695				
2692				
2687				
364	9.55	North Bay —Pop. 1,800. A bright new town on <i>Lake Nipissing</i> , an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district for a long way about is much frequented by sportsmen. <i>North Bay</i> is a railway divisional point, with repair shops, etc., and there is a very good hotel.	6.20	2542
	A.M.		P.M.	
	Lake Nipissing			
374	10.20	Beaucage	5.56	2532
378	10.32	Meadowside	5.44	2528
387	10.52	Sturgeon Falls	5.24	2519
397	11.17	Verner	4.59	2509
408	11.42	Veuve River	4.34	2498
419	12.07	Markstay	4.09	2487
422	12.15	Hillcrest	4.01	2484
431	12.36	Wahnapiatae	3.41	2475
436	12.50	Romford	3.28	2470
	NOON		P.M.	
		beyond <i>Lake Nipissing</i> ; but timber-cutting is as yet the principal industry. The lands belong to the Province		

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
LEAVE				ARRIVE	
	The Harbor	of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," terminates in Thunder Cape, behind which lies the famous Silver Islet, which has yielded almost fabulous wealth. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape Isle Royale may be seen in the distance. Watches should be set back one hour, in conformity with "Central" standard time.		Thunder Bay	
998 14.45	This train stops 25 minutes at Fort William	Fort William—Pop. 1700. A Hudson's Bay Co.'s post of 100 years or more standing, but now given up to the requirements of modern commerce. The fur-house of the old fort is now used as an engine house for the great coal docks and some of the largest grain elevators in the world overshadow all. The Kaministiquia River, a broad, deep stream with firm banks, affords extraordinary advantages for lake traffic and immense quantities of coal, lumber and grain are handled here. There are railway workshops and the usual buildings and sidings incident to a divisional point.		14.10	1908
1011 15.50		Murillo	From Fort William to Winnipeg the railway traverses a wild broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. <i>Murillo</i> is the railway station for the Rabbit Mountain silver district, and four miles from the station are the Kakabeka Falls, where the Kaministiquia leaps from a height exceeding that of Niagara. The railway follows up this river to <i>Kaministiquia</i> , and then ascends the Mattawan and the Wabigoon rivers; and there is excellent trout fishing near all the stations as far as <i>Finmark</i> . Wolseley led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way; two of his boats may be seen just beyond the station at <i>Savanne</i> . <i>Ignace</i> is a divisional point, but otherwise is of little consequence as yet. At <i>Eagle River</i> , two beautiful falls are seen, one above and the other below the railway. From here, to and beyond <i>Rat Portage</i> , the country is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description and deep rock-bound lakes are always in sight. <i>Rat Portage</i> (pop. 900) at the principal outlet of the Lake of the Woods, is an important town with several large saw-mills, the product from which is shipped westward to the prairies. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific, and is famed for its scenery. It is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters	13.00	1895
1022 16.20		Kaministiquia		12.35	1834
1031 16.42		Finmark		12.10 M	1875
1051 17.45		Dexter		11.20	1855
1059 18.00		Linkoping		11.05	1847
1070 18.45		Savanne		10.40	1836
1080 19.10		Upsala		10.07	1826
1088 19.30		Carlstadt		9.50	1818
1098 19.55		Bridge River		9.25	1808
1110 20.30		English River		8.55	1796
1118 20.50		Martin		8.30	1788
1128 21.15		Bonheur		8.05	1778
1146 22.15		Ignace		7.00	1760
1163 22.57		Raleigh		6.10	1743
1174 23.25		Tache		5.45	1732
1196 24.20		Wabigoon		4.45	1710
1204 24.40 midt		Barclay		4.25	1702
1226 1.35		Eagle River		3.25	1680
1236 2.05		Vermillion Bay		2.55	1670
1244 2.30		Gilbert		2.30	1662
1250 2.50		Parrywood		2.05	1656
1267 3.45		Hawk Lake		1.15	1639
1283 4.30		Rossland		24.25	1623
	The Lake of the Woods			Rat Portage	
1291 5.15		Rat Portage		MIDN'T	
1295 5.35		Keewatin		23.45	1615
1310 † 6.25		Deception		23.25	1611
				22.35	1596
‡ Refreshment Station				† Flag Station	

Miles from Montreal	West-bound Train
1314	6
1322	7
1333	7
1343	8
1363	9
1369	9
1379	9
1388	10
1403	11
1409	11
1416	11

Miles from Montreal	West-bound Train
1424	12

Miles from Montreal	West-bound Train
	Rat Portage

Miles from Montreal	West-bound Train
1431	13
1439	14
1446	14
1453	14
1459	14
1464	15
1473	15

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			ARRIVE	
1480	15.52	Portage La Prairie —Alt. 800 ft. Pop. 3,600. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, paper-mill, biscuit factory and other industries. The Manitoba & Northwestern Railway extends from here 180 miles northwest, towards Prince Albert, with branches to Rapid City and Shell River.		13.37	1426
	M. & N. W. railway			M. & N. W. Ry.	
1486	16.12	Burnside	Between Portage La Prairie and	13.21	1420
1502	16.47	McGregor	Brandon, stations succeed one another at intervals of five or eight	12.49	1404
1509	17.04	Austin	miles, and many of them are surrounded by bright and busy towns;	12.35	1397
1517	17.24	Sydney	and at nearly all are tall and massive	12.16	1389
1522	17.37	Melbourne	elevators, with now and then a flouring mill. After passing through a	12.04	1384
1530	17.57	Carberry	bushy district, with frequent ponds	11.46	1376
1538	18.18	Sewell	and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from	11.26	1368
1546	18.37	Douglas	<i>Austin</i> along a sandy slope to a plateau, near the centre of which is situated <i>Carberry</i> (pop. 700), an important grain	11.10	1360
1551	18.52	Chater	market. From <i>Sewell</i> it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. Four miles beyond <i>Chater</i> the Assiniboine is crossed by an iron bridge and <i>Brandon</i> is reached.	10.57	1355
	The Assiniboine			CENTRAL TIME Brandon to Pt Arthur	
1557	19.05	Brandon —Alt. 1,150 ft. Pop. 5,400. A divisional point; the largest grain market in Manitoba; and the distributing market for an extensive and well settled country. It has five grain elevators, a flouring mill and a saw-mill. The town is beautifully situated on high ground, and although only six years old, has well made streets and many substantial buildings. A railway is being built northward towards the Saskatchewan country. The standard time changes here to "Mountain"—one hour slower.	9.35	1349	
	18.15			A great wheat market	
	MOUNTAIN TIME (Brandon to Donald)				
1565	18.35	Kemnay	Beyond Brandon the railway draws	9.15	1341
1573	18.52	Alexander	away from the Assiniboine River	8.56	1333
1581	19.15	Griswold	and rises from its valley to a "rolling" or undulating prairie, well	8.35	1325
1589	19.22	Oak Lake	occupied by prosperous farmers, as the thriving villages at frequent	8.17	1317
1604	20.10	Viriden	intervals bear evidence. <i>Viriden</i> is the market town of a particularly	7.41	1302
1621	21.00	Elkhorn	attractive district; but beyond it, for 40 miles, the lands within a mile	6.50	1285
1635	21.35	Fleming	or two of the railway are chiefly held	6.16	1271
1643	21.55	Moosomin	by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i> , the Province of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that province, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i> , the country northward is accessible by a bridge over the Qu'Appelle River. <i>Percival</i> stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chickens" being especially abundant.	5.57	1263
1659	22.35	Wapella		5.18	1247
1673	23.10	Whitewood		4.45	1233
1680	23.27	Percival		4.28	1226
	Moose M't'n			Approaching Manitoba	
1688	23.55	Broadview —Alt. 1,950 ft. Pop. 600. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.	4.00	1218	

§ Refreshment Station

† Flag Station

		STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'v'r
East-bound Train	Miles from Vanc'v'r	Miles from Montr'l	West-bound Train	ARRIVE	
1.37	1426	1696	LEAVE \$24.16M	Oakshela	3.40 1210
		1704	24.34	Grenfell	3.20 1202
		1711	\$24.52	Summerberry	3.00 1195
		1719	1.10	Wolseley	2.42 1187
		1728	\$11.30	Sintaluta	2.20 1178
		1738	1.55	Indian Head	1.55 1168
			holding most of the lands near the railway, have kept the cultivated farms a mile or two away. This section is as yet almost exclusively devoted to wheat and cattle. <i>Grenfell</i> and <i>Wolseley</i> have already become important local markets. A little beyond <i>Sintaluta</i> the celebrated Bell Farm, embracing 100 square miles, is entered; and from <i>Indian Head</i> , near the centre of the farm, the headquarters buildings may be seen on the right. The neat square cottages of the farm laborers dot the plain as far as the eye can reach. The furrows on this farm are usually ploughed four miles long, and to plough one furrow outward and another returning is a half day's work for a man and team. "The work is done with an almost military organization, ploughing by brigades and reaping by divisions."		
		1748	2.20	Qu'Appelle —Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle, the Touchwood Hills and Prince Albert. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission.	1.28 1158
				McLean	1.03 1150
		1756	\$2.42	Balgonie	24.37 1141
		1765	3.05	Pilot Butte	24.20 1134
		1772	\$3.24	For eight miles beyond Qu'Appelle station, the country is somewhat wooded. At <i>McLean</i> (which stands 200 feet higher than Qu'Appelle and 375 ft. higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Passing <i>Pilot Butte</i> , a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.	
		1781	3.45	Regina —Alt. 1,875 ft. Pop. 2,200. The capital of the Province of Assiniboia, and the distributing point for the country far north and south. A railway extends northward to Long Lake, beyond the Qu'Appelle River, and is to be carried on to Battleford and Edmonton, on the North Saskatchewan. The Executive Council of the Northwest Territories, embracing the provinces of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these provinces. A mile beyond the station, the governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together	23.55 1126
				The Bell Farm	
				Qu'Appelle Valley	
				The Regina plain	
				Capital of N.W. Terr's	

STATIONS—DESCRIPTIVE NOTES

Station	Miles from Vancouver	Miles from Montreal	West-bound Train	Stations—Descriptive Notes	East-bound Train	Miles from Vancouver
			LEAVE		ARRIVE	
				Lethbridge is an important town near the centre of the McLeod ranching district. From Dunmore the railway drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at Medicine Hat.		
1084	1108	2084	17.30	Medicine Hat —Alt. 2,150 ft. (indicating the local depression of the river-valley). Pop. 900. A railway divisional point, with repair shops, etc. The town is already an important one, and has several churches and other public buildings. An important station of the Mounted Police is established here. There are several coal mines in the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg. The train stops 25 minutes.	10.25	822
			Coal		South Saskatchewan River	
1067	1049					
1036	1030	2092	17.48	Stair	\$10.09	814
1010	993	2096	18.08	Bowell	9.52	817
985	977	2111	18.37	Suffield	9.26	795
		2119	19.00	Langevin	9.07	787
		2137	19.47	Tilley	8.27	769
		2157	20.38	Cassils	7.44	749
		2174	21.21	Lathom	7.06	732
		2190	22.03	Crowfoot	6.31	716
				here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spreading over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at <i>Langevin</i> , in pumping water for the supply of the railway. From this station, on a clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfeet Indians, and some of them are seen about the stations. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view,—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, and a few miles beyond <i>Shepard</i> the river is crossed by an iron bridge and the foot-hills are reached.		
		2209	23.00	Gleichen	5.40	697
		2225	23.35	Strathmore	5.03	681
		2233	23.55	Cheadle	4.45	673
			W.D.N.T.			
		2244	24.20	Langdon	4.22	672
		2254	24.47	Shepard	3.58	652
971						
			First sight of the Rockies		Last glimpse of the Rockies	
953	943					
936	927					
917	906					
896	885	2264	1.20	Calgary —Alt. 3,388 ft. Pop. 3,400. The most important, as well as the handsomest, town between Brandon and Vancouver. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.	3.25	642
866	854		Calgary's advantages		Importance of Calgary	
844	829					
		2273	1.48	Keith —Alt. 3,525 ft.	3.02	633
		2287	2.30	Cochrane —Alt. 3,700 ft.	2.30	619
		2297	2.57	Radnor —Alt. 3,800 ft.	2.02	609
		2306	3.19	Morley —Alt. 4,030 ft.	1.40	600
				sive ranches are passed in rapid succession,—great herds		

Station

† Flag Station

Miles From Mont'l	West- bound Train	STATIONS—DESCRIPTIVE NOTES		East- bound Train	Miles from Vanc'vr	Miles from Mont'l	W bo T
	LEAVE						LE
	The ranches of the foot- hills	of horses in the lower valleys, thousands of cattle on the terraces, and myriads of sheep on the hilltops, may be seen at once, making a picture most novel and interesting. Saw-mills and coal mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys change into broken ravines, and lo! through an opening in the mist, made rosy with early sunlight, we see, far away up in the sky, its delicate pearly tip clear against the blue, a single snow-peak of the Rocky Mountains. . . . Our coarse natures cannot at first appreciate the exquisite aerial grace of that solitary peak that seems on its way to heaven; but, as we look, gauzy mist passes over, and it has vanished." (<i>Lady Macdonald</i>)	The foot- hills and their ranches			2331	4
2318	3.52	Kananaskis—Alt. 4,100 ft. Approaching Kananaskis the		1.07	588		
2326	4.12	The Gap—Alt. 4,200 ft. mountains suddenly appear close at hand and seemingly an impenetrable barrier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond Kananaskis station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mt., and in approaching the station called <i>The Gap</i> , a magnificent view is obtained of Wind Mt. and the Three Sisters, also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous up-lifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always, on this slope, towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that		24.47	580	2339	15
	Kanan- askis falls		Kanan- askis falls			2341	15
	En- trance to the Rockies		Exit from the moun- tains through Bow River Gap				Be of P
	The Three Sisters		Peculi- arities of moun- tain scenery			2344	5 5.20
	Geology of the moun- tains						Ro M' P

East-bound Train	Miles from Vanc'vr	Miles from Montl	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'vr
			LEAVE			ARRIVE	
			Their grand- eur	hold the snow after it has disappeared elsewhere, or by long lines of trees which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.		Cascade Mt	
		2331	4.40	Canmore—Alt. 4,230 ft. Pop. 200. Railway divisional point. From the station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.		24.25	575
			Canmore			The Three Sisters	
.07	588	2339	\$5.00	Duthil—Alt. 4,275 ft	" Here the pass we are travel-	MIDN T	
.47	580	2341	\$5.08	Anthracite—Alt. 4,350 ft.	"ling through has narrowed	24.05	567
				"suddenly to four miles, and as mists float upwards and away, we see great masses of scarred rock rising on each side—ranges towering one above the other. Very striking and magnificent grows the prospect as we penetrate into the mountains at last, each curve of the line bringing fresh vistas of endless peaks rolling away before and around us, all tinted rose, blush-pink and silver, as the sun lights their snowy tips. Every turn becomes a fresh mystery, for some huge mountain seems to stand right across our way, barring it for miles, with a stern face frowning down upon us; and yet a few minutes later we find the giant has been encircled and conquered, and soon lies far away in "another direction." (<i>Lady Macdonald.</i>) The overhanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at Anthracite station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods.		23.57	565
			Beauty of the Pass			Beauty of scenery along the Bow	
			Anthracite coal			Anthracite coal	
		2344	5.20 5.20 a m	Banff—Alt. 4,500 ft. Station for Rocky Mountain Park, and the Hot Springs—a medicinal watering-place and pleasure-resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridlepaths have been made.—The railway		23.45 11.45pm	562
			Rocky M'tain Park			Rocky M'tain Park	

§ Refreshment Station

† Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'v'r
	LEAVE			ARRIVE	
	Cascade Mt'n	station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's-Head lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track, rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt.; while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction. —The village of Banff (several small inns) is two miles southwest of the station, on the higher side of the Bow. A steel bridge takes the carriage-road across to the magnificent new hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury, including baths supplied from the hot sulphur springs, is kept open during the entire year. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. Trout of extraordinary size occur in Devil's-head lake, and deep trolling for these affords fine sport. Wild sheep (the bighorn) and mountain goats are common on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 700 feet above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave; and, nearby, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.	Devil's Lake		
	Names of mountains seen at Banff station		Names of mountains visible from the station		
	The village		Banff village		
	C.P.R. hotel		C.P.R. hotel		
	Banff Hot Springs		Banff Hot Springs		
2352	† 5.35	Cascade—Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.	23.29	554	
	FIFTH DAY		Entering Rocky Mt. Park.		
	Pilot and Castle Mts				
2363	6.01	Castle Mountain—Alt. 4,570 ft.	23.02	543	
2370	† 6.20	Eldon—Alt. 4,720 ft.	22.42	536	

† Flag Station

Miles from Mont'l	West-bound Train	LEAVE
		Say back Bow range
		Vermilion pass
		Mou Lefr
2380	6.4	The first glaci
		Near ing t summ
2387	† 7.1	
2389	7.2	
		Summ of th Rocki

East-bound Train	Miles from Vanc'vr	Miles from Vanc'vr	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'vr
ARRIVE			LEAVE			ARRIVE	
Devil's Lake			Saw-back & Bow ranges	peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at <i>Laggan</i>. On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before <i>Eldon</i> is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.		Saw-back range	
James of mountains visible from the station			Vermillion pass			Pilot and Copper Mts.	
Sanff village			Mount Lefroy			Bow River and Mt. Lefroy	
P.R. Hotel		2380	6.45	Laggan—Alt. 4,930 ft. At <i>Laggan</i> the railway leaves the Bow and ascends a tributary from the west, which courses down through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. You seem to be almost on a level with it, and at the distance of hardly half-a-dozen miles; but it is 1,300 feet above you, a round dozen miles away, and almost inaccessible, by reason of the ravines, rocks and forest which intervene. "As we rise toward the "summit from Laggan," writes Lady Macdonald, "the "railway's grade gets steeper, tall forests gather round "us, and a curious effect is produced by glimpses of "snowy spurs and crests peeping through the trees, and "of which, though apparently near us, we see no base. "This conveyed to me an idea of our elevation."			526
Sanff Hot Springs			The first glacier	Stephen—Alt. 5,296 ft. The station at the summit of the mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of Sir George Stephen, Bart., formerly President of the Canadian Pacific Ry. Co. The small lake at the station, called Summit Lake, vividly reflects the surrounding mountains. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i>, and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is		Descent of the Atlantic slope	
3.29	554	2387	7.14				
		2389	7.25	Hector—Alt. 5,190 ft. Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of Sir George Stephen, Bart., formerly President of the Canadian Pacific Ry. Co. The small lake at the station, called Summit Lake, vividly reflects the surrounding mountains. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i>, and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is			
Interlocking Mt. Park.			Summit of the Rockies			Summit of the Rockies	
.02	543						
.42	536						
Flag Station							

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			ARRIVE	
	Sublime scenery	seen as a gleaming thread a thousand feet below. Looking to the north, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Passing through a short tunnel, and hugging the base of the mountain closely, the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.		Wapta Lake	
	Mt. Stephen and its glaciers			Infront of Mt. Steph'n	
2397	8.35 B'KFAST at the Mt. Steph'n House	Field —Alt. 4,050 ft. At <i>Field</i> is a charming little hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from the Hotel, the Otter-tail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right.		LV21.25 AR20.55 SUPPER at the Mt. Steph'n House	509
2404	\$9.00	Otter-tail —Alt. 3,700 ft. Two miles beyond Field, very		20.28	502
2410	\$9.18	Leancoil —Alt. 3,570 ft. lofty, glacier-bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kickinghorse), and after crossing a high bridge over the Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leancoil</i> , where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Ottetail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the southeast as far as the eye can reach. These are the Beaverfoot Mts. At the right, Mt. Hunter pushes his huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against his base and plunges into the lower Kickinghorse canyon, down which it disputes the passage with the railway.		20.07	496
	West'n slope of the Kicking Horse Pass			Van Horne range	
				Beaverfoot and Ottetail Mts.	
2418	9.44	Palliser —Alt. 3,250 ft.—The canyon rapidly deepens until, beyond <i>Palliser</i> , the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's-throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.		19.40	488
	Lower canyon of the Wapta			Lower canyon of the Wapta	

‡ Refreshment Station

‡ Flag Station

Miles from Mont'l	West-bound Train	PACIFIC TIME
2431	LEA	10.
2437	10.	
	The lun and S ki	
	Go	
	Na gat of U Co um	
	M be	
2448	ARR 11.	
2448	LEA	10.
2459	10.	

Miles from Mont'	West-bound Train	STATIONS—DESCRIPTIVE NOTES		West-bound Train	Miles from Vanc'v'r
2431	LEAVE 10.28	Golden—Alt. 2,550 ft. The train suddenly emerges into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia, moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. A steamer makes weekly trips from here (Mondays) up the Columbia to the lakes at the head of the river, 100 miles distant. About <i>Golden</i>, and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i>, the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly House</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., passed the winter of 1871-2.		ARRIVE	475
2437	10.45			18.55 ‡18.30	469
	The Columbia and the Selkirks			At the foot of the Rockies	
	Golden			Agri- culture, Sport and Mines in the Kootenay Valley	
21.25 20.55 PPER at Mt. eph'n house	509	Navigation of the Upper Columbia	MOUNTAIN TIME (Donald to Brandon)		
		Moberly			
0.28 0.07	502 496			17.55 LEAVE	458
	2448	ARRIVE 11.10			
		Donald —Terminus of the Western Division.			

Pacific Division—Donald and Vancouver: 459 miles

Miles from Mont'	West-bound Train	STATIONS—DESCRIPTIVE NOTES		West-bound Train	Miles from Vanc'v'r
2448	LEAVE 10.20	Donald—Alt. 2,530 ft. <i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, the headquarters for the mountain section of the railway, with repair shops, etc. It is an important supply-point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard. Leaving <i>Donald</i>, the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks, crowding together, force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beavermouth</i>, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.		ARRIVE	458
2459	10.56			16.45 16.08	447
9.40	488	PACIFIC TIME (Donald to the Coast)	Second crossing of the Columbia		

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
	LEAVE		ARRIVE	
2465	11.17	Six-Mile Creek —Alt. 2,900 ft. A little way up the Beaver,	15.47	441
2474	11.53	Bear Creek —Alt. 3,500 ft. the line crosses to the right bank, where, notched into the mountain side, it rises at the rate of 116 ft. to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill flowing in the bottom of a narrow, V-shaped channel, 295 feet below the rails—one of the loftiest railway bridges in the world.—All of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber-work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Roger's Pass, at the summit. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height, its numberless pinnacles piercing the very zenith. Its base is but	15.11	432
	Beaver Valley		Beaver-mouth	
	Big trees		Descent of the Beaver valley	
	Superb view of the Selkirks		Superb Views Westward.	
	Torrents & cascades		Stony Creek bridge	
	Stony Creek bridge		The snow sheds	
	The snow-sheds			
	Bear Creek		Descent through Bear Creek gorge	
	Mount Macdonald			

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
	LEAVE		ARRIVE	
2479	12. NO			
	Peak and glacier in Roger's Pass			
2481	....			
	Source of the Illicitliwa			
2483	12.3			
	Arrive 13.0			
	s Refresh			

		Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
			LEAVE			ARRIVE	
				The Hermit	a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery!—In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Roger's Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but some great convulsion of nature has split them asunder, leaving barely room for the railway.	Exit from Roger's Pass.	
		2479	12.15 NOON		Roger's Pass —Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests, with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass-valley has been reserved by the Government as a national park.	14.50	427
				Peaks and glaciers in Roger's Pass		Mts. Carroll and Hermit	
				A National reserve		SECOND DAY	
		2481	.....		Selkirk Summit —Alt. 4,300 ft. Summit of the pass. The mountain at the right, surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illecilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illecilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain-monarchs. Far below, and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost,) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said, as all those of Switzerland combined.	.....	425
				Source of the Illecilliwaet		The summit of the Selkirks	
				The Great Glacier		Over-looking the gorge of the Illecilliwaet	
		2483	DINNER Leave 12.35 Arrive 13.05		Glacier House —Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyra-	DINNER Leave 14.30 Arrive 14.00	423

§ Refreshment Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'y r
	LEAVE			ARRIVE	
	Sir Donald	mid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Roger's Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes), are in full view. Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illecilliwaet glistens. Somewhat at the left of Cheops, a shoulder of Ross Peak is visible over the wooded slope of the mountain behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains and glaciers. The Great Glacier is exactly a mile and a half away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Roger's Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and made furnish fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the bighorn sheep and the mountain goat, the latter almost unknown southward of Canada. Bears can always be obtained. No tourist should fail to stop here for a day at least. Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illecilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snow-shed, the summit range, near Roger's Pass, is yet visible with Sir Donald overlooking all.	Sir Donald and other peaks		
	Names of the peaks		The great glacier of the Selkirk		
	The Great Glacier		Game		
	Game		Climbing the Loops		
	The Loop				
2490	13.30	Ross Peak—Alt. 3,600 ft.	13.30	416	
2499	14.00	Illecillewaet—Alt. 3,593 ft.	13.00	407	
	Silver mines	but of course turbulent. Its water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. At Illecillewaet station are many silver mines penetrating the crest of one of the lofty hills north of the railway. A considerable town has sprung up within a few months, and large shipments of rich ore have already been made. Caribou occur in numbers from here down to the Columbia.	Game, lumber and silver mines		

Miles from Mont'l	West-bound Train
2505	LEA 14.2
	Can yon of th Illec liwa
2515	15.0
	Bas of th Sel kir
2527	15.1
	Th Colu bia
2536	16.2
2544	16.4
2555	17.1
	In th Eag Pas

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
			LEAVE		ARRIVE	
		2505	14.27	Albert Canyon —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	12.33	401
Sir Donald and other peaks			Canyons of the Illecilliwaet		Gorge of the Illecilliwaet	
		2515	15.00	Twin Butte —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up upon the right the conspicuous and beautiful peak named Clachnacoodin. As we approach the western base of the Selkirks, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke.	NOON 12.00	391
The great glacier of the Selkirks			Base of the Selkirks		Entering the Selkirks	
		2527	15.50	Revelstoke —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1050 ft. It is navigable southward to the International boundary, 200 miles distant and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful and fertile country, and where the opportunities for sport are unlimited. A delightful side-trip on the river can be enjoyed by taking str. Marion from here down the Columbia river to Sproat's Landing, a run of 165 miles through lovely scenery. Revelstoke has an important trade with the mining country above and below, and Kootenay lake and valley are easily reached from here. The two peaks southeast are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range, and the most prominent one of them in view, towards the southwest, is Mt. Begbie,—imposing and glacier-studded.	11.10	379
Game			The Columbia		First crossing of the Columbia	
			Gold range			
Climbing the loops		2536	16.20	Clanwilliam —Alt. 1,996 ft. The Columbia is crossed upon	10.40	370
	416	2544	16.45	Griffin Lake —Alt. 1,900 ft. a bridge half a mile long.	10.15	362
3.30	407	2555	17.15	Craigellachie —Alt. 1,450 ft. and the Gold range is once entered by Eagle Pass, which is so deep-cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir,	9.42	351
3.00			In the Eagle Pass		The ascent of the Eagle Pass	
Game, lumber and silver mines						

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'vr
	LEAVE			ARRIVE	
	The last spike	hemlock, cedar, balsam and many other varieties—giants, all of them. Saw mills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Railway, on the 7th November, 1885—the rails from the east and the west meeting here.		Base of the gold range	
2571	18.00	Sicamous —Alt. 1,300 ft.	On the great Shuswap lakes, the centre of one of the best sporting regions on the line. Northward	8.57	335
2590	18.57	Salmon Arm		8.00	316
2597	19.17	Tappen Siding	within a day caribou are abundant; the deer shooting southward within 30 miles is probably unequalled on this continent, and on the lakes there is famous sport in deep-trotting for trout. The <i>London Times</i> has well described this part of the line:— "The Eagle River leads us down to the Great Shuswap Lake, so named from the Indian tribe that lived on its banks and who still have a 'reserve' there. This is a most remarkable body of water. It lies among the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at 'Sicamous Narrows,' and then goes for a long distance along the southern shores of the lake, running entirely 'around the end of the Salmon arm.' <i>Sicamous</i> is the station for the Spallumsheen mining district and other regions up the river and around Okinagan Lake, where there is a large settlement; steamboats ascend the river thirty miles, and a railway is proposed. "For fifty miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake, with its bordering slopes, gives a fine reminder of Scottish scenery. The railway in getting around it leads at different, and many, times towards every one of the thirty-two points of the compass. Leaving the Salmon arm of the lake rather than go a circuitous course around the mountains to reach the Southwestern arm, the line strikes through the forest over the top of the intervening ridge [<i>Notch Hill</i>]. We come out at	Great Shuswap Lake and its sports	
	Game and fish			View from Notch Hill	
	Sicamous and Okinagan			Little Shuswap Lake	
	The Shuswap lakes				
2607	19.47	Notch Hill —Alt. 1,708 ft.	"some 600 feet elevation above	7.13	299
2622	20.37	Shuswap	"this 'arm,' and get a magnificent view across the lake, its	6.23	284
2638	21.15	Ducks	"winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson River. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, hay-stacks, and good farmhouses on the level surface, while herds of cattle, sheep, and horses roam over the valley and bordering hills in large numbers. "This is a ranching country extending far into the	5.45	268
	Ranches of the Thompson Valley			Farms and cattle herds	

‡ Flag Station.

Miles from Mont'l	West-bound Train	LEAVE
		Old-time settlement
2655	22.0	
		The North Thompson
		Industries of the region
2664	22.3	
2670	22.5	
		Kamloops Lake
2680	23.3	
2687	23.5	
		MIDN'
2702	24.4	
2716	2.0	
		Cariboo District
		The Black Canyon
2728	3.0	
2734	3.3	

‡ Flag Station.

East-bound Train	Miles from Vanc'v'r	Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'v'r
				LEAVE	ARRIVE		
ARRIVE							
Base of the gold range			Old-time settlements		Old-time settlements		
8.57	335						
8.00	316						
7.40	309						
		2655	22.03	Kamloops —Alt. 1,500 ft. Pop. 2,000. Divisional point, and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river, whence the name of the place, which is an Indian word meaning a river-confluence. It is a beautiful spot. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourishes, wherever irrigation is practicable. This is the supply point for a large ranching and mineral region southward, especially in the Okinagan and Nicola valleys, reached by stage-lines.	4.55	251	
Great Shuswap Lake and its sports			The North Thompson		Forks of the Thompson		
View from Notch Hill			Industries of the region		The "bunch grass" country		
		2664	†22.30	Tranquille		4.30	242
		2670	22.54	Cherry Creek Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some 20 miles. Half-way a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At <i>Savona's Ferry</i> , the lake ends, the mountains draw near, and the series of Thompson River canyons is entered, leading westward to the Fraser through marvellous scenery. From here to Port Moody, the nearest point on Pacific tide-water, the railway was built by the Dominion government and transferred to the company in 1886. <i>Penny's</i> is an old-time ranching settlement. <i>Ashcroft</i> has developed into a busy town, being the point of departure for Cariboo, Barkerville, and other settlements in the northern interior of British Columbia. Trains of freight wagons, drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <i>Spence's Bridge</i> the old waggon road up this valley to the Cariboo gold country crosses the river; and the rail-	4.06	236	
Little Shuswap Lake			Kamloops Lake				
		2680	23.31	Savona's Ferry		3.27	226
		2687	23.53	Penny's		3.03	219
			MIDN'T				
		2702	24.45	Ashcroft —Alt. 1,075 ft.		2.07	204
		2716	2.05	Spatsum [ft.] ing settlement. <i>Ashcroft</i> has developed into a busy town, being the point of departure for Cariboo, Barkerville, and other settlements in the northern interior of British Columbia. Trains of freight wagons, drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <i>Spence's Bridge</i> the old waggon road up this valley to the Cariboo gold country crosses the river; and the rail-	24.54	190	
			Cariboo District				
			The Black Canyon		Ashcroft and the Cariboo trade		
		2728	3.05	Spence's Bridge		23.56	178
		2734	3.35	Drynock —Alt. 700 ft.		23.26	172
g Station.			† Flag Station				

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'vr
	LEAVE			ARRIVE	
	The Nicola river	way crosses here the mouth of the Nicola River, whose valley, southward, is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout-brook, whirls down its winding torrent-path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive-green grass-slope or some white exposure. With this fantastic color, to which the doubly brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there goes the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynoch</i>, Nicomen, a little mining town, is seen on the opposite bank of the river, where gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment snowy peaks are seen glistening above the clouds.		Nicola and Similkameen	2777 2792
	Grotesque forms of rocks			Fantastic canyon scenery	
	Thompson Canyon			Ascending the Thompson River	2803 2817
2750	4.55				
2757	15.25	Lytton—Alt. 675 ft. At <i>Lytton</i>, a small trading town where ranchmen and Indians appear in numbers, the canyon suddenly widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below <i>Lytton</i> the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i>. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old government road attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below <i>Cisco</i>, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny			
2766	6.15				
	The cantilever bridge			Upper valley and crossing of the Fraser	
	The Cariboo road				

‡ Flag Station

Miles from Mont'l	West-bound Train
	LEAVE
	Indl. and Chi. me
	B'K'F
2777	7.
2792	18.
	SIX DA
	TH gro cany
2803	9.
2817	10.
	Ho Per
	En of t cany
2824	10.
2835	11.
	Har so Spri

‡ Flag Station

East-bound Train	Miles from Vanc'v'r	Miles from Mont'	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'v'r
ARRIVE			LEAVE			ARRIVE	
			Indians and Chinamen	spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel-bars, washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated grave-yards, alternate with the groups of huts of the Chinese.		Salmon and gold dust	
			B'KFAST			SUPPER	
Nicola and Similkameen		2777	7.35	North Bend —Alt. 425 ft. A charming little hotel makes <i>North Bend</i> (a divisional point) a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, four miles below, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting, but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. At <i>Spuzzum</i> the government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below <i>Spuzzum</i> the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.		19.26	129
		2792	†8.35			18.26	114
			SIXTH DAY			Entrance to the Fraser canyon	
anta-tio canyon scenery			The great canyon			Cariboo Wagon road	
ascending the Thompson River		2803	9.23	Yale —Alt. 200 ft. | <i>Yale</i> (pop. 1,200) is the head of navigation and an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river-bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountain in different directions. Southwestward may be seen <i>Hope Peaks</i> , where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below <i>Hope</i> the canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.		17.38	103
		2817	†10.15	Hope —Alt. 200 ft. | <i>Hope</i> (pop. 1,200) is the head of navigation and an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river-bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountain in different directions. Southwestward may be seen <i>Hope Peaks</i> , where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below <i>Hope</i> the canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.		16.46	89
22.06	156		Hope Peak			Hope and Yale	
21.36	149					Approaching the Cascade Mountains	
20.46	140		End of the cany'ns				
Upper valley and crossing of the Fraser		2824	†10.45	Ruby Creek | <i>Ruby Creek</i> is named from the garnets found in the vicinity. <i>Agassiz</i> , overlooked by Mt. Che-am, is the station for HARRISON SPRINGS (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. A good hotel affords accommodations, and the country about is most interesting. Near		16.16	82
		2835	†11.09	Agassiz		15.52	71
			Harrison Springs			Harrison Springs	

Flag Station

† Flag Station

§ Refreshment Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'r
	LEAVE			ARRIVE	
2844	11.31	Harrison	<i>Harrison Station</i> the Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison valley. A few miles beyond <i>Nicomen</i> , Mount Baker comes into view on the left, and miles away—a beautiful isolated cone, rising 13,000 feet above the railway level. At <i>Mission</i> is an important Roman Catholic Indian school. Eight miles beyond, at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth but mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway. On approaching <i>Hammond</i> , extensive brick-yards are seen, whence the city of Vancouver is largely supplied.	15.29	62
2853	11.53	Nicomen		15.06	53
	Mount Baker			R. C. Mission	
	NOON				
2863	12.16	Mission		14.43	43
2873	12.40	Wharneck		14.19	33
2882	13.03	Hammond		13.57	24
	Big trees			Mount Baker	
2887	13.30	New Westminster Junc.	Divergence of branch line to the important town of New Westminster (pop. 5,000), on the Fraser River, eight miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China and Australia. Steamers ply regularly to Victoria.	13.30	19
(2897)	(14.10)	(New Westminster)		(13.00)	(9)
	New Westminster			Fraser River	
2893	13.43	Port Moody	<i>Port Moody</i> , at the head of Burrard Inlet, was for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i> , the new city of Vancouver soon appears.	13.18	13
2902	14.03	Hastings		12.57	4
	Along Burrard Inlet			FIRST DAY	
	ARRIVE			12.45pm	
2906	14.15	2 Vancouver —Pop. 15,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, one of them a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of well-made streets, and is lighted both by gas and by electric-	12.45	0	
	2.15 pm			LEAVE	
	Five days and 18 hours from Montr'l			Vancouver: its site and commercial advantages.	

† Flag Station

§ Refreshment Station

Steamship
for Japan

Miles from Mont'l

From Vancouver to Yokohama, 4234; to Hong Kong, 5836; to San Francisco, 8830.

ARR 19.7.30

SIX DA

Victoria is 3250 miles, via C.P.R. from New York or Boston, and 3700 from Liverpool, via Montreal.

Steamship connection

East-bound Train	Miles from Vanc'v'r	Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
ARRIVE			LEAVE			
5.29	62					
5.06	53					
C. C. session						
4.43	43		Commercial advantages		Commercial advantages	
4.19	33					
3.57	24					
Count Baker						
3.30	19		Resources		Crossing the Gulf of Georgia	
3.00	(9)					
Passenger						
ARRIVE		2990	ARRIVE		A.M. 4.00	84
19.30			19.30		LEAVE	
7.30 p.m.						
18.57	13		Scen'ry and sport			
15.57	4					
First Day						
5pm			SIXTH DAY			
AVE	0					
an-ver: site and m-ocial van-res.			Beautiful surroundings		A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 2 a.m. Passengers may occupy their state-rooms as early as they please	
			Steamship connections			

ity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to China and Japan, to Victoria, San Francisco, Alaska and Puget Sound ports. The country south, towards the Fraser, has fine farms, and is especially adapted to fruit-growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Opportunities for sport are unlimited—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain-streams; and sea-fishing in endless variety. A stay of a week here will be well rewarded. A new Clyde built steamer connects with Victoria, daily, except Mondays, when connection is made via New Westminster—a ferriage of seven hours through a beautiful archipelago. On Mondays and Thursdays a fine new steamship departs for Seattle, Tacoma and other Puget Sound ports—a trip of a day, in smooth water, with delightful scenery. Steamships for Yokohama and Hong Kong depart about every fifteen days.

Victoria—Pop. 14,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island. It looks out westward through the Straits of Fuca to the Pacific, southward into Puget Sound, and eastward, beyond the Gulf of Georgia, to the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the Government offices, the city has many fine public and private buildings, among them a large and well appointed opera house. The chief hotel has a world-wide reputation. Well made roads afford delightful drives in all directions. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily except Mondays, where connection is made via New Westminster, and with Puget Sound ports, daily except Sundays; and steamships depart about every five days for San Francisco, where connections are made for the Sandwich Islands, Australia, southern California, Mexico and South American west-coast ports. A steamer departs about every ten days in summer for Alaska, visiting the wonderful fiords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and rendezvous on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times.

Steamships on the Pacific Ocean

Steamships of the Canadian Pacific line sail about every fifteen days from Vancouver for Japan and China. These are fast steamers heretofore in the service of the Cunard

line. Their route is shorter by 800 miles than the steamers from San Francisco. The trip will require only 12 to 15 days to Yokohama, and 17 to 20 days to Hong Kong. At Yokohama, connection is made for all other ports in Japan, eastern China and Corea; and at Hong Kong for Sydney, Melbourne, Auckland, Levuka, Batavia, Calcutta and the East Indies, and Australasia generally. Full particulars as to sailing dates, rates of fare, etc., will be supplied on application to any of the Company's agents mentioned on page 3.

ONTARIO ROUTE

Toronto and North Bay, via Northern and Northwestern Division of the Grand Trunk Ry.—228 miles.

Miles from Toronto	Express Northward	STATIONS—DESCRIPTIVE NOTES		Express Southward	Miles from North Bay
0	LEAVE 11.00pm	Toronto—Union Station. See page p. 42.		ARRIVE 4.30	228
30	12.20	Aurora	This road passes northward through an elevated agricultural region to the borders of Lake Simcoe. <i>Aurora</i> and <i>Newmarket</i> are farming centres of much importance. <i>Holland Landing</i> , on Lake Simcoe, was where, in old days, the navigation of the lake began. At <i>Allandale</i> the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.30 a.m. and 4.20 p.m. The western shore of Lake Simcoe is skirted as far as <i>Orillia</i> . Between <i>Orillia</i> and <i>Gravenhurst</i> , Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. <i>Bracebridge</i> and <i>Huntsville</i> are summer resorts and manufacturing towns. This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a net-work of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from the railway. Beyond Lake Rosseau, the great forests, always diversified by lakes in picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined just beyond <i>Callandar</i> , and its tracks are followed into North Bay.	A.M. 1.50	198
35	12.31	Newmarket		3.15	193
38		Holland Landing			190
63	1.50 A.M.	Allandale		1.50	165
87	2.38	Orillia		1.00	142
112	4.00	Gravenhurst		11.50md†	116
122	4.23	Bracebridge		11.12	106
146	5.18	Huntsville		10.15	82
	Hotels and summer sport			Among the Muskoka lakes	
171	6.18	Burk's Falls		9.20	57
183	6.47	Sundridge		8.52	45
189	7.00	South River		8.38	39
220	8.10	Callandar		7.35	8
				P.M. 7.00	
228	8.35 A.M.	North Bay— See p. 14. This train from Toronto makes close connection with the Canadian Pacific Transcontinental express for Winnipeg and Vancouver.		LEAVE	0

Refreshment Station.

By Rail

Miles from Montreal	Week-end Travel
0	LEAVE *8.45
5	8.1

EASTERN STANDARD TIME

The St. Lawrence Bridge

Ottawa River

35

40

46

54

63

68

73

79

87

93

101

108

119

128

12.30

No stoppage

* Addition

† Flag Station

LAKE AND RAIL ROUTE

By Rail between Montreal and Owen Sound; and by Canadian Pacific Steamship Line between Owen Sound and Port Arthur.

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ent Station.

Miles from Montreal	West- bound Train	STATIONS—DESCRIPTIVE NOTES		East- bound Train	Miles from Toronto
0	LEAVE			ARRIVE	
5	*8.45pm			*7.45am	344
	8.57	Montreal	From the Windsor Street Station the run is made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junc. is reached, where the line to Boston and New England points via the St. Lawrence Bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Lachine to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is seen at the left; and above the trees, further to the left, a good view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.	7.35	339
		Montreal Jc.			
		Lachine Bank			
		Dorval			
		Valois			
		Beaconsfield			
		Ste. Anne's	One of the five mouths of the Ottawa River is crossed by a fine steel bridge at <i>Ste. Anne's</i> , at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. <i>Ste. Anne's</i> was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa-mouth is bridged at <i>Vaudreuil</i> .		
		Vaudreuil			
		St. Clet	The St. Lawrence curves away towards the south, while the railway keeps on a direct course towards Toronto, passing through a beautiful farming country, with many orchards, and with tracts of the original forest here and there. At <i>St. Polycarpe Junc</i> the Canada Atlantic Railway is crossed, and at <i>Kemptville Junc</i> the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the R. W. & O. Rd., running to all important points in New York State. At <i>Merrickville</i> , a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.		
		St. Polycarpe Junc			
		Dalhousie Mills			
		Green Valley			
		Apple Hill			
		Monklands			
		Avonmore			
		South Finch			
		Chesterville			
		Winchester			
		Mountain			
		Kemptville Junc			
		Merrickville			
		Smith's Falls —Pop. 2,400. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE, 13 miles northward, with the main line of the Canadian Pacific			
				3.55 A.M.	216

* Additional trains leave Montreal for Toronto at 9.20 a.m., and Toronto for Montreal at 8.45 p.m.
† Flag Station.

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Toronto
	LEAVE			ARRIVE	
		Railway. The town has a number of important manuf- actories, for which falls in the Rideau River afford ample water-power. Superior brick are made here, and good building stone abounds. Excellent refreshment rooms at the station.			
140	A.M. 12.58	Perth —Pop. 4,000. A prosperous town, with a number of mills, and an extensive manufactory of railway-cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.		3.32	204
148		Bathurst			196
155		Maberly			189
166	1.48	Sharbot Lake Junc.		2.45	178
175		Mountain Grove			169
180	2.17	Arden		2.17	164
191		Kaladar			153
199		Sheffield			145
207	3.06	Tweed		1.28	137
216		Ivanhoe			128
225	3.40	Central Ont. Junc.		12.55	119
234		Blairton			110
		the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extend- ing from Picton and Trenton, on Lake Ontario, north- ward to a number of large and extensively worked iron mines. <i>Havelock</i> is a railway divi- sional point, with the usual build- ings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.		MIDN'T 12.25 12.14	106 100 92
238	4.10	Havelock			
244	4.20	Norwood			
252		Indian River			
262	4.56	Peterboro' —Pop. 9,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extra- ordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all direc- tions, and the fishing is especially good. The Peter- boro' or Rice Lake canoe, so well known to all sports- men, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half a dozen directions.		11.40	82
		Rice Lake canoes and sport		Fishing resorts	
271		Cavanville			73
280		Manvers			64
283		Pontypool			61
292		Burketon			52
301	16.08	Myrtle		10.27	43
310		Claremont			34
318		Green River			26
326		Agincourt			18
335	7.10	North Toronto —Station for the northern part of Toronto. Street cars connect with all parts of the city, and cabs may be had at the station.		9.22	9
339	7.25	Toronto Junction —Divergence of Credit Valley, and Toronto, Grey and Bruce sections of the Canadian Pacific Railway, the former extending to London and St. Thomas, connecting at the latter point with the Michigan Central Railroad for Detroit, Chicago and		9.05 P.M.	5

§ Refreshment Station

† Flag Station

§ Refreshment

Miles from Mont'l	West-bound Train	LEAVE
342		7.3
344		ARRIVE 7.4 A.M.
		Com- mere- impor- tance
		Railway outlet
		Toronto
		Mile from Mont'l
		Steamship Exp. West
344		LEAVE 11.0 A.M.
		Wednesday and Saturday only
		P.M.
		12.3
		AR 12
		LY 12
		DINN
		1.0
		397
		400
		404
		409
		412
		416
		420

[illegible]

Toronto, Owen Sound and Port Arthur by the Rail and Lake Route

TWICE A WEEK, DURING SEASON OF NAVIGATION ONLY.

		Miles from Montreal	Steamship Express West'b'd	STATIONS—DESCRIPTIVE NOTES		Steamship Express East'b'd	Miles from Vancouver
			LEAVE			ARRIVE	
			11.05	Toronto —Trains depart from Union Station, passing through Parkdale (11.15 a.m.) and Toronto Junction (11.25 a.m.), and thence by way of Weston, Woodbridge, Bolton and Carleton Place to Melville Junction, the first point at which the steamship express stops after leaving Toronto Junction. Additional trains leave Toronto for Owen Sound at 7.40 a.m. and 4.45 p.m., and Owen Sound for Toronto at 5.50 a.m. and 3.35 p.m. These trains run daily except Sundays, and stop at all stations.		ABOUT NOON	2535
			A.M.				
			Wednesday and Saturday only.				
			P.M.				
			12.35	Melville Junction			2489
			AR 12.40 LV 12.55	Orangeville —Pop. 4,000. A farming centre, as shown by the elevators at the station.			2486
			DINNER				
			1.02	Orangeville Junction —Branch line to TEESWATER.			2482
				Laurel	A well-cultivated plateau, furnishing lime and building stone. The lakes of this region, especially at Horning's Mills, 4 m. from <i>Shelburne</i> , are noted for extraordinary trout.		2479
				Crombie			2475
				Shelburne			2470
				Melancroft			2467
				Corbett			2463
				Dundalk —The road is here 1,300 ft. above L. Ontario.			2459

Flag Station

§ Refreshment Station

Miles from Montreal	Ste'mship Express	STATIONS—DESCRIPTIVE NOTES	Ste'mship Express	Miles from Vanc'v'r
430		Flesherton —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataracts, abounding in fish.		2449
437		Markdale	As the time of starting from Owen Sound varies with the arrival of the steamship, exact hours cannot be given; it is usually 8 a.m.	2442
442		Berkeley		2437
446		Holland Centre		2433
450		Arnott		2429
453		Chatsworth		2426
458		Rockford		2421
466	P.M. At 3.00 Lv 3.30	Owen Sound —Pop. 6,000. The port on Georgian Bay for Canadian Pacific lake steamships. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the <i>Sydenham River</i> at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for Port Arthur (see below), steamers depart regularly for Manitoulin Island and all ports on Georgian Bay.		2413
743	Port of embarkation for the Upper Lakes	Sault Ste. Marie —Thursday and Sunday going West, and Sunday and Wednesday going East. Passengers can go ashore for a few minutes while the vessel is passing through the lock. Connection is here made with the Minneapolis, St. Paul & Sault Ste. Marie R'y. for St. Paul and Minneapolis, the Duluth, South Shore & Atlantic R'y for Duluth and points on the South Shore of Lake Superior, and steamers for Lakes Superior (South Shore), Michigan, Huron, and Erie. The Canadian Pacific "Soo Line" which leaves the transcontinental line at Sudbury, here crosses the Rapids on a magnificent iron bridge, and by rail to Sault Ste. Marie, thence Lake Steamships form a pleasant summer route.	The C. P. steamer leaves Port Arthur each Tuesday and Saturday, and the connecting trains for Toronto leave Owen Sound following Thursday and Monday.	2163
	A.M. At 11.00 Lv 11.30			
993	ARRIVE 8.30 A. M.	Port Arthur —(See p. 16.) Arrive, Friday and Monday, going West. Leave, Tuesday and Saturday, going East.	NOON P.M. 3.00 LEAVE	1913

Canadian Pacific Steamships

The ALBERTA and ATHABASCA, of this line, are elegant, Clyde-built steel steamships, surpassing in speed, safety and comfort, all others on the Great Lakes. They are each 270 feet in length, and complete in every detail. Their furnishing is equal in luxury to that of the best ocean steamers, and their table compares favorably with that of the leading hotels of our large cities. They are lighted by electricity, furnished with steam steering-gear, and provided with every appliance for safety. To these have been added this year the "Manitoba," recently launched at Owen Sound, and which is rapidly nearing completion. It is built of Scotch steel, is 300 feet in length, and the finest steamship afloat in the upper Lakes.

Mon

Miles from Montreal

Westbound Train

0	8.45p
344	7.30a
339	8.
343	18.
349	8.
355	8.
356	8.

367	9.
374	9.
380	9.
391	10.
402	10.
409	10.
422	11.
432	11.

456	12.
	P.M.
568	4.

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854	ARRI 7.0
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Another
at 4.35 p.m.
Express for

MONTREAL & CHICAGO LINE

Montreal and Toronto, 344 miles; Montreal and Chicago, 854 miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Chicago
2449	LEAVE		ARRIVE	
	0 8.45 p.m.	Montreal —See pages 11 and 12.	7.55 p.m.	854
	2437 344 7.30 a.m.	Toronto	A.M.	
	2433 339 8.00	Toronto Jc. From Toronto to St. Thomas, where the Canadian Pacific Railway line	8.50	520
	2429 343 18.10	Islington joins the Michigan Central Railroad,	8.30	515
	2426 349 8.23	Cooksville one of the most beautiful and thor-	8.10	511
	2421 355 8.37	Streetsville oughly cultivated districts in Canada	7.55	505
	356 8.45	Streetsville Jc. is traversed, and many famous stock	7.37	499
2413		and dairy farms occur. Evidences of wealth and prosper-	7.30	493
		ity are everywhere visible.		
	367 9.14	Milton <i>Milton</i> (pop. 1,200), at <i>Guelph Junction</i>	7.00	487
	374 9.32	Guelph Junc. diverges a new branch line for the	6.38	480
	380 9.44	Schaw Royal City of <i>Guelph</i> (pop. 10,500)	6.28	474
	391 10.10	Galt 15 miles distant, <i>Galt</i> (pop. 7,500),	6.07	463
	402 10.33	Ayr <i>Ayr</i> (pop. 5,000), <i>Woodstock</i> (pop.	5.43	452
	409 10.46	Drumbo 5,000) end <i>Ingersoll</i> (pop. 4,000) are	5.30	445
	422 11.17	Woodstock all important manufacturing places,	5.05	432
	432 11.38	Ingersoll as well as market towns for the rich	4.46	422
		districts surrounding them. At <i>Woodstock</i> , a new branch		
		line of the C.P.R. diverges for <i>LONDON</i> (pop. 30,000), 27	A.M.	
		miles distant, which branch is now being extended to	4.00	398
		<i>Windsor</i> , opposite the city of <i>Detroit</i> , and will shortly	Eastern	
		be opened for passenger travel.	Time	
2163	456 12.30 P.M.	St. Thomas —Pop. 10,000. A manufacturing town and	10.45	286
	568 4.20	Detroit (Michigan) —Connection is made here with the	P.M.	
		railways of the <i>Wabash</i> and <i>Michigan Central</i> systems	Central	
		for <i>Toledo</i> , <i>Indianapolis</i> and the southwest; for <i>Lansing</i>	Time	
		and <i>Grand Rapids</i> ; and for <i>Saginaw</i> and northward.	P.M.	
		The direct route to <i>Chicago</i> is by the <i>Michigan Central</i> .	3.10	0
	ARRIVE		LEAVE	
854	7.00 A.M.	Chicago —Station foot of Lake street.		

Another Westbound train, the "Chicago Express," leaves Toronto at 2.00 p.m. daily, arrives in St. Thomas at 6.30 p.m., Detroit at 9.40 p.m., and arrives in Chicago at 7.45 a.m. the following morning. This train has through sleeping car Toronto to Chicago.

Another Eastbound train leaves Chicago at 10.10 p.m.; Detroit at 12.05 noon, Central time; St. Thomas at 4.35 p.m. Eastern time, and arrives in Toronto at 9 p.m., connecting at Toronto Junc. with the Night Express for Ottawa, Montreal and the east.

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TABLE.

TRANSCONTINENTAL ROUTE—EASTBOUND—CONDENSED TIME TABLE.

STATIONS.	Atl. Ex.	DAYS OF WEEK.						
San Francisco, So. Pac. Rd. ...Lv	7.00 p.m.	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.
Portland, Ore., So. Pac. Rd. ...Ar	10.40 a.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Portland, Ore., Nor. Pac. Rd. ...Lv	11.45 a.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Tacoma, Wash., Nor. Pac. Rd. ...Ar	7.30 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Portland Ore., Nor. Pac. Rd. ...Lv	10.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Tacoma, Ore., Nor. Pac. Rd. ...Ar	6.10 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.
Tacoma, Wash., O. R. & N. Co. ...Lv	7.00 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.
Seattle, Wash., O. R. & N. Co.	9.45 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.
Victoria, B. C., O. R. & N. Co. ...Ar	5.30 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.
Portland, Ore., Nor. Pac. Rd. ...Lv	10.00 p.m.	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.
Tacoma, Wash., Nor. Pac. Rd. ...Ar	6.10 a.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Tacoma, Wash., Str. Premier. ...Lv	3.00 p.m.	.....	.....	Tu.	.....	.....	.....	.....
Seattle, Wash., Str. Premier.	12.00 mid't	.....	.....	Tu.	.....	.....	.....	.....
Vancouver, B. C., Str. Premier. Ar	6.00 p.m.	.....	.....	We.	.....	.....	.....	.....
San Francisco for Victoria, { via Pac. Coast S.S. Line } Lv	9.00 a.m.	Oct. 17,	22, 27	Nov. 1, 6	11, 16, 21,	26, Dec.	1, 6, 11,	16, 21, 26.
Victoria, via Pac. Coast S.S. { Line } Ar	6.00 a.m.	Oct. 20,	25, 30	Nov. 4, 9	14, 19, 24,	29, Dec.	4, 9, 14,	19, 24, 29.
Victoria, B. C., C. P. Nav. Co. ...Lv	4.00 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.
VANCOUVER, B. C. Ar	9.00	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.
..... Lv	12.45	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.
New Westminster .....Lv	13.00	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.
North Bend .....Lv	19.51	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.
Glacier .....Lv	14.30	We.	Th.	Fri.	Sat.	Sun.	Mo.	Tu.
Field .....Lv	21.25	We.	Th.	Fri.	Sat.	Sun.	Mo.	Tu.
Banff Hot Springs .....Lv	23.45	We.	Th.	Fri.	Sat.	Sun.	Mo.	Tu.
Calgary .....Lv	3.35	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.
Medicine Hat .....Lv	10.50	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.
Regina .....Lv	23.55	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.
Qu'Appelle .....Lv	1.28	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.
Brandon .....Lv	10.45	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.
Portage La Prairie .....Lv	13.37	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.
WINNIPEG. Ar	16.10	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.
..... Lv	17.00	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.
Port Arthur. Ar	14.30	Sat.	Sun.	Mo.	Tu.	We.	Th.	.....
..... Lv	3.30 p.m.	Sat.	Sun.	Mo.	Tu.	We.	Th.	.....
Sudbury. Ar	3.13 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
North Bay. Lv	6.30 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
North Bay for Toronto .....Lv	7.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
Toronto Ar	4.30 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Niagara Falls .....Lv	11.10 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Carleton Place .....Lv	3.10 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Ottawa .....Lv	4.30	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
MONTREAL, Dalhousie Sq. ...Ar	6.00 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Quebec .....Lv	2.30 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
St. John, N.B. ....Lv	2.10 p.m.	Tu.	We.	Th.	Fri.	Sat.	Mo.	.....
HALIFAX, N.S. ....Lv	11.30 p.m.	Tu.	We.	Th.	Fri.	Sat.	Mo.	.....
Portland, Me. ....Lv	8.05 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Boston, Mass. ....Lv	8.50 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
NEW YORK, via Brockville. ...Ar	9.40 a.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	.....
N. Y. O. & W. Rd. ....Lv	6.00 p.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	.....
D. L. & W. Rd. ....Lv	6.45 a.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	.....
N. Y. C. & H. R. Rd. ....Lv	7.55 a.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	.....
West Shore Rd. ....Lv	6.45 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
NEW YORK, via Toronto. ....Ar	7.55 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
N. Y. C. & H. R. Rd. ....Lv	7.15 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
West Shore Rd. ....Lv	7.50 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
N. Y. L. E. & W. Rd. ....Lv	7.50 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Lehigh Valley Rd. ....Lv	7.00 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
NEW YORK, via Montreal. ...Ar	7.40 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
N. Y. C. & H. R. Rd. ....Lv	7.40 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
West Shore Rd. ....Lv	7.40 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.

CANADIAN PACIFIC LINE TRANSPACIFIC STEAMSHIPS.
BETWEEN CHINA AND JAPAN AND VANCOUVER.

INTENDED SAILINGS—EASTBOUND.

NAME OF STEAMSHIP.	Leave Hong Kong.	Leave Yokohama.	Arrive Vancouver.
BATAVIA.....	1889. Sept. 12	1889. Sept. 26	1889. Oct. 11
P'TAUGUSTA.....	Sept. 26	Oct. 10	Oct. 25
PARTHIA.....	Oct. 10	Oct. 24	Nov. 8
ABYSSINIA.....	Nov. 7	Nov. 21	Dec. 6

CALENDAR

1889.

SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	...	1	2	3	4	5	...	...	...	1	2	...	...	...	1	2	3	4	5	6	7
8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14
15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21
22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28
29	30	...	...	...	...	...	27	28	29	30	31	...	...	24	25	26	27	28	29	30	29	30	31	...	...	...	...

1890.

JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
...	...	...	1	2	3	4	...	...	...	...	...	1	...	...	...	...	1	...	...	...	...	1	2	3	4	5	...
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31	...	23	24	25	26	27	28	...	23	24	25	26	27	28	29	27	28	29	30	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	30	31	...	...	...	...	...	...	...	...	...	...	...	...
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
...	...	...	...	1	2	3	1	2	3	4	5	6	7	...	...	1	2	3	4	5	...	...	...	...	1	2	...
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23
25	26	27	28	29	30	31	29	30	...	...	...	...	...	27	28	29	30	31	...	...	24	25	26	27	28	29	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	...

*** TIME ***

The 24-hour system is in use on the Western and Pacific Divisions of the Canadian Pacific Railway (all stations Port Arthur and west thereof). By this system the A.M. and P.M. are abolished, and the hours from noon to midnight will be from 12 to 24 o'clock.

STANDARD TIME is in use on all parts of the line as follows:—

Eastern Time.—East of Port Arthur.

Central Time.—Port Arthur to Brandon, including branches.

Mountain Time.—Brandon to Donald.

Pacific Time.—Donald to Vancouver.

Thus, when it is 12 noon at Montreal, - - Eastern Time.
 It is 11 o'clock at Winnipeg, - - Central "
 " 10 " " Regina, - - Mountain "
 " 9 " " Vancouver, - - Pacific "